

ABSTRACT OF THE DISCLOSURE

A rotational speed V1 of a left front wheel T1, a rotational speed V2 of a right front wheel T2, a rotational speed V3 of a left rear wheel T3, and a rotational speed 5 V4 of a right rear wheel T4 are detected by rotational speed sensors S1-S4, respectively. A front-wheel yaw rate γ_F arising due to a rotational speed difference between the front wheels T1, T2 and a rear-wheel yaw rate γ_R arising due to a rotational speed difference between the rear wheels T3, T4 are monitored. When a significant disparity between the both rotational speed differences is observed, it is 10 determined that tire inflation pressure of any of the wheels T1-T4 has decreased. Upon detection, correction is made to an apparent yaw rate that would be observed in the properly inflated wheel as a result of steering for correction by a driver, thereby improving detection accuracy of underinflation of the tires.